

The Indiana Teamster

"Serving the Indiana Teamster Movement"

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The Gentleman From Indiana

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INDIANA



Alex Campbell (pictured) can defeat Homer Capehart for United States Senator, despite the million dollars big business is pouring into Indiana to "influence" the Taft-Hartley newspapers and thousands of hirelings, if 30,000 Teamsters of Indiana, your families and friends will VOTE FOR ALEX CAMPBELL November 7. Campbell is your friend; Capehart your tried and true enemy.

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Support Roush of Teamsters 691 For Sheriff of Dearborn County

By JAMES K. KATZ

We would like to announce to the membership of Local 691 that we have a member, John D. Roush, running for Sheriff of Dearborn County on the Democratic ticket.

Members who have gone to service in the Army, Navy and Marines: Harold Todd of American Aggregates, Kenneth Pitman I.R.C. & D. Motor Freight, Loren Sturgeon of I.R.C. & D. Motor Freight, Sam Foreman of Omar, Inc., Richard Pea of International Furniture, and James Lewis of C. & D. Motor Delivery.

Members should be sure they vote for the candidates who favor labor.

Contracts are open for negotiations with Schenley, Sam Jaffe Co., Crosley, and Porcelain Steel Corp.

We have a meeting set up with all lumber companies in Richmond. This is now organizational work.

J. L. Crook Transfer of Lawrenceburg, and C. L. & A. Motor Delivery of Cincinnati, Ohio, have signed contracts with this local union for the first time.

International Furniture of Rushville, settled with a wage increase; also Rex Manufacturing Co., Connersville; Seagram's of Lawrenceburg, and Kroger's of Richmond.

Congratulations to Mr. and Mrs. Bob Dargie on a new baby girl.

Our sincere sympathy to Vernon Sisbert of Omar in the loss of his father; to Harold Rosfeld of Rex in the loss of his mother; and to Leonard Hatt of Commercial in the loss of a son.

John Kritsch of Pennsylvania Truck Lines is seriously ill in Reid Memorial Hospital.

Glen Wright of Commercial is in the hospital for a hernia operation.

Mayflower's Tall Story Teller Grows Orchids in Loaded Truck

By SWEDE CARLBOM

Last summer I moved a shipper's household goods from Boston to San Diego. Among her things was a large selection of rare tropical plants which, of course, I was not permitted to haul.

Greatly disappointed, she asked if I possibly could take along a flower pot containing dirt wherein a very rare Brazilian lana seed was planted—a seed that, when grown, would produce high-priced, delicate orchids. I consented, putting the pot into a tin can with a cover.

Upon destination, when opening the rear doors, I saw to my amazement that the load was covered with heavy green foliage and numerous beautiful orchids. The heat within the van, enroute through the desert, had caused the seed in the pot to take root and grow very rapidly, sending its tenacious branches around everything on the inside.

My helpers used brush hooks and hand saws to cut the foliage loose. The shipper gave me the orchids. I sold them to a florist for \$15. One I kept to put in my hair when they crowned me Queen of the May.

Last month, a shipper moving from east to west had a 65-foot ladder which he insisted that I take along.

As the ladder was too long for the inside of my van, and not being allowed to carry it on the outside, I was forced to knock the ladder apart. This I did.

The rungs I tied into a bundle, rolling up the ladder sides as one would roll up a fire hose. The rung-holes popped out.

My helpers gathered these into a paper sack. At the destination I found the sack had fallen in between a barrel and a trunk and the rung holes had been flattened out.

I took the holes to a carpenter shop to have them shaped up and rounded out. In putting up the ladder, we found the bottom rung-hole missing. The shipper said he could do without that rung for the time being. Later I found the missing rung-hole underneath the piano skid. It was flat.

I put the hole into an envelope, mailed it to the shipper and asked him kindly to shape it and round it out himself. A post card with thanks from him arrived later, said he did. So long, girls.

TRUCK DRIVER'S PRAYER

As I pulled from the dock to roll down the road
With the "corn popper" humming and a good heavy load,
There's a little prayer that comes to my mind;
It makes every trip, never staying behind.

Dear Lord, as I travel the highways tonight
Make me see, make me cautious, make me stay to the right;
Have me stop for a stop sign when it says that I should
Let me mind wavy drivers; they'd drive straight if they could
Please keep all the kids from in front of this crate;
I've three of my own and they certainly rate.

I know how it would feel to some mother and dad
To have them and love them, then lose what they had.
Let the motor keep turning, let the gears get their grease
Let the squad cars keep hidden; let the cops sleep in peace.
Could you strengthen a little that tire on the back
It's due to let go with a cannon-like crack
It's asking a lot to watch over me;
I know I'm a sinner and where I should be.

But when the trip's over and I haven't a care;
I'll thank you, my Lord, for I'll know You were there
As I pull to the dock, I've rolled down the road
With the "corn popper" humming and a good heavy load,
There's that little prayer still in my mind
It makes every trip, never staying behind.

—Bow 'n' Arrow.

KOKOMO SIGNS BEER DEALERS, OTHER FIRMS

KOKOMO — Five beer distributors here have signed a new contract with Teamsters Union No. 759 giving substantial wage increases to the members and putting all under the new Health and Welfare plan as adopted recently for over-the-road drivers.

The companies, according to O. B. Chambers, union secretary-treasurer who signed for the union, are the New Beverage, Young Distributing Co., Miller Beverage Co., Lacey Beverage Co. and Mike Mascari Co.

Local 759 has signed a new contract with the Shell American Bulk plant, giving increased pay and three weeks vacation after 15 years service to all city and country drivers, warehouse, maintenance men and mechanics.

In a NLRB shop election in the creamery of Armour and Co., Rochester, the Teamsters of Local 759 won over the CIO by a good margin. William Billman was chairman of the Teamsters' committee.

The CIO have withdrawn their contest against the Teamsters in the General Tire Co. in Wabash, although still challenging the AFL rubber workers.

Davis On Policy For LLPE Group

C. E. Davis, president of Teamsters Union No. 188, Indianapolis, has been named chairman of the policy committee of a group which is the official political voice of the AFL in Marion County.

The group, composed of representatives of AFL unions in the county, is known as Labor's Non-Partisan Defeat Our Enemies Committee of Labor's League for Political Education. It is headed by L. O. Royer of Typographical Union No. 1, president; George E. Freije, of Bakery Workers 872, vice-president; Gus Mayer, of Structural Iron Workers 22, treasurer, and Regina Kramer, Ladies Garment Workers 227, secretary.

The committee is said to have done a marvelous job registering voters and getting up money for the LLPE.

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Collins of Terre Haute (144) Is Named Driver of the Month

Another member of Teamsters Union No. 144 of Terre Haute has won high honors for safe driving from the Indiana Motor Truck Association.

Kenneth Collins has been named Driver of the Month for August by the association. The honor has been bestowed upon Collins because

Salladay Death Saddens Local

By JACK REYNOLDS

TERRE HAUTE—Officers and members of our Local (144) were saddened to learn of the accidental death on October 1 of Brother Donald Salladay.

The popular driver for Merchants Freight was warming up to participate in the stock car races at Jungle Park, north of here, when his car struck a tree. Brother Salladay suffered a crushed skull and other injuries.

He is survived by the widow and ten-year-old son, his father, mother and a sister.

The \$8,000 death benefit in his case will be the first claimed by this Local under the new Health and Welfare plan recently installed for over-the-road drivers. This payment will be in addition to the usual Union death benefit due Brother Salladay's estate.

We are on strike against five taxicab companies in Terre Haute which have refused to give a contract to 128 members.

Smith's Hardware Co. has complied with a NLRB ruling and reimbursed Brother Eugene Allen for wages lost when he was dismissed May 16 for union activity. The ruling also required the company to offer him back his old job, which the company did. Retail Clerks, however are still picketing the hardware.

New Delivery Routes Needed

There are some impatient souls who are quick to blame trucks for traffic congestion. Trucks, like other motor vehicles, horse-drawn vehicles, push-carts and pedestrians, street cars and busses are certainly a factor in traffic congestion.

The real blame, however, lies in America's effort to do big-league business on bush-league streets.

Whatever part trucks play in traffic congestion could be eliminated if some other way could be found to get food to downtown restaurants, to business houses, department stores; to bring big rolls of newsprint to the giant presses of our daily newspapers and to deliver the thousands of things a city must have every day and the things it produces every day, or to perform the many services that keep a city functioning efficiently.

of his outstanding record of driving for 18½ years for the Motor Freight Corp. without a single chargeable accident.

Jack Reynolds, Bill Coakley and other officers around Teamsters Hall in South Eighth street, Terre Haute, are mighty proud of Brother Collins and his million miles at the wheel of a tractor semi-trailer without hitting anything.



KENNETH COLLINS

Collins is an over-the-road driver and has been everywhere in America plenty of times, for an average of 1,000 miles a week, and over all kinds of roads.

We read in THE FIFTH WHEEL, the IMTA'S official publication, that:

Selection of Collins gives his company the added unique distinction of having two drivers selected for Indiana Driver-of-the-Month honors since last year's IMTA convention. Another MFC driver, George Neff, also of Teamsters Union No. 144, Terre Haute, was awarded the honor for January, 1950, as the result of state police crediting him with saving the lives of two persons trapped in a wrecked car that was on fire near Rockville last December.

At the IMTA convention in French Lick, as a feature of the 19th annual banquet on the evening of Oct. 21, these two drivers will receive citations and gold pins along with three other Indiana Driver-of-the-Month winners who have not yet received their awards.

The other drivers to be honored and a resume of the action or record which resulted in their selection by the IMTA Driver-of-the-Month Committee are as follows:

Paul Hatfield, Harwood Trucking Co., Marion, member of Teamsters 369, named Indiana Driver-of-the-Month for March, 1950, for his action in warning and aiding a family of four to escape from their burning home at Matthews, Ind.

Edmund Steinke, Tarbet Trucking, Inc., Muncie, also of Local 369, Driver-of-the-Month for April, 1950, in recognition of his having driven 13 years and an estimated 1,300,000 miles for that company without so much as scratching the paint on a vehicle. He is a tractor-semi driver and has a night run.

Walter Gray, Shelbyville, driver for Kingan & Co., of Indianapolis, member of Teamsters 233, selected Indiana Driver-of-the-Month for last June for saving a life.



TEAMSTERS DISAVOW GARBAGE WALKOUT

Waldon National Roadeo Champion

Two members of Teamsters Union 135, Indianapolis, have won nation-wide honors from the American trucking industry within the last six months.

John Waldon has won first place in the tractor semi-trailer division of the American Trucking Association's national driving championship rodeo in New York City.



JOHN WALDON AND TROPHY

His victory follows by a few months naming of Lloyd Reisner of the Hancock Truck Lines as all-American driver of the year.

Waldon, a driver for the Foster Freight Lines, the Indiana

state championship in his classification last June 25. It was his third successive victory in the state rodeos and he is therefore in permanent possession of the revolving trophy given each year for a year to the winner of that event, and given permanently to one winning the event three times in a row.

As a result of his national victory Waldon will receive \$50 bonus every month for a year from the association.

Laundry Drivers Get Good Raises

General wage increases in the laundry industry under the seven-year contract with the AFL were reported by the three unions representing the employees.

Local 188 of the Teamsters Union failed to agree in negotiations and appealed to the commission set up under the contract to handle all disputes.

It decided on substantial increases for commission drivers and salaried drivers, according to C. E. Davis, union president.

Before submitting their case to the commission, the drivers insisted on the substitution of an Indianapolis lawyer for a St. Louis teamster official.

Attorney Lynville G. Miles replaced Patrick J. Burke on the commission to hear the case. The other two commissioners are St. Louis men.

Davis declared himself pleased with the award.

Ted Williams, business agent for the inside laundry workers, reported that the union members "enthusiastically" ratified a new contract providing for an increase of from six to 15 cents an hour.

For the first time, a maximum work week was established in the local industry, Williams said. It is 45 hours and the contract also provides six paid holidays and other benefits. The wage increase is retroactive to May 1.

A similar contract was approved by the dry cleaning workers.

33 Safe Drivers On Mayflower's September List

Thirty-three members of Teamsters Union No. 198, Indianapolis, are on the September list prepared by the Aero Mayflower Transit Co. for no-accident awards from the American Trucking Associations.

The list is headed by Dale C. Smith, with record of 13 years and 598,637 miles without a chargeable accident.

Dempsey Goodnight is second, with 12 years and 623,035 accident-free miles.

Also on the list, compiled by R. J. Magnus, company safety director, are the following drivers: Seven years—Bernard Daniels.

Five years—Carl J. Warren and Carl A. Ahrendt.

Four years—Darrel Vaughn, Elmer Hall and Frank W. Dale.

Three years—Glen A. Wiley, Robert Hunt, Orville E. Douglas, Frederick S. Blousier and Charles Alexander.

Two years—Donald R. Burns, Francis P. Connely, Jason L. Deen, Gerald Hanson, William W. Lewis, Paul M. Nugent and Gail V. Shultz.

One year—Bruce A. Allman, Frederick M. Bond, Donald G. Dearinger, Wilbur Harper, John E. Hendricks, Homer T. Hill, William F. Knose, Fred W. Lammert, Fred R. Miller, Myron Morris, David L. Reynolds, James H. Runyon and William J. Walke.

Denham Used NLRB Office

To Get a Job

WASHINGTON — Robert N. Denham, asked by President Truman to resign as general counsel of the National Labor Relations Board because of his anti-labor bias, has gone to work for industry.

Sure to go down in the records as one of the most one-sided prejudiced public officials ever to serve in the capital, Mr. Denham has now joined the law firm of Gall and Layne, whose principal clients are the coal and steel interests which obtained from Denham every one of the Taft-Hartley injunctions requested against the United Mine Workers.

Joseph C. Wells, one of Mr. Denham's assistants, meanwhile has joined the staff of Elisha Hanson, general counsel for the American Newspaper Publishers Association, which was granted every Taft-Hartley injunction and devised to harass the AFL International Typographical Union.

Railroads Once Wanted Good Roads, Before Motors Competed

Although the railroad interests now spend enormous sums of money to cripple highway transportation, it was not always thus. The history of the good roads movement in this country as found in Dr. Charles L. Dearing's fine record, "American Highway Policy," shows that railroads were in the forefront of those demanding good roads around the turn of the century.

Speaking of the drive for good roads, Dr. Dearing points out: "Railroad leaders entered the campaign with enthusiasm. For at this period, it seemed a truism that the function of highways was to serve primarily as feeders to the railroads, and to a lesser extent in the same capacity to water transportation."

When it became obvious to railroad leaders that the fledgling automobile industry was making it possible for the American people to haul both themselves and their goods over these same highways, rail enthusiasm died. It was succeeded by a bitter animosity toward highways despite the fact that today's railroads are just as dependent upon highways as they were in 1900.

Current railroad propaganda on highway costs invariably assumes that the motorist and the commercial vehicle operator are the only beneficiaries of highways. The truth is that the railroads themselves would find both passenger and freight business shrinking to near the vanishing point were it not for our network of streets and highways. Almost everything hauled by railroads, including both people and things, come to the railroad over our network of roads.

4 ANTI-LABOR CONGS MUST BE DEFEATED

Defeat of four anti-labor congressmen and re-election of seven good ones from Indiana was predicted by Carl Mullen, president of the Indiana State Federation of Labor at a meeting in the Claypool Hotel, Oct. 8, attended by representatives of ISFL affiliated locals from over the state.

Pat Hess of the Ft. Wayne Teamsters told of the meetings being conducted in his district, to keep Kruse in Congress and to elect Alex Campbell, "the greatest guy that ever ran for public office."

Mrs. Chambers, wife of O. B. Chambers, of Kokomo, said she has just completed a 10-day tour of her district—the Fifth—and found registration exceptionally heavy. Teamsters and other AFL union members, of course, are supporting Walsh for re-election to Congress and Campbell for the Senate.

The women's ILPE, of which she is district chairman, is functioning in every county of the district, said Mrs. Chambers, and introduced several of her co-chairmen to illustrate the fact.

Mrs. Chambers urged the men delegates from Indiana unions to get their wives busy, as are the women of the Fifth District, and declared that the women of Indiana can keep politics clean if you once get them really interested.

Charles Miller reported that the Teamsters and other labor organizations around Vincennes had concentrated on registration to date

and now are getting ready to supply transportation to the polls of many newly-registered persons to make sure they vote.

The seven good Indiana Congressmen whose re-election is being sought by organized labor are:

Crout, 3rd District; Denton, 8th; Jacobs, 11th; Kruse, 4th; Madden, 1st; Noland, 7th; and Walsh, 5th.

The four anti-labor Congressmen whom labor wants defeated are:

Haileck, 2nd District; Mrs. Harden, 6th; Harvey, 10th; and Wilson, 9th.

Birdsong Named To Community Chest

EVANSVILLE—Clyde Birdsong of Teamsters Local 215 has been named co-chairman in Community Chest's industrial division to help industry raise its share of the \$458,220 goal this year, J. Henry Schroeder, campaign chairman, has announced. Included in the goal is \$38,613 for services to the armed forces.

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Capital City Strikers In Wrong Union According to AFL Charter

Teamster officials claim that municipal garbage collection is under jurisdiction of the International Brotherhood of Teamsters and not the American Federation of State, County and Municipal Employes union which called the strike of Indianapolis garbage collectors two months ago.

Blood Donors! Emergency Call

Mrs. Farno, wife of Reuben Farno of the Knaus Truck Line, is very ill in St. Vincent's Hospital and can be saved with sufficient blood transfusions.

This is an appeal to members of Teamsters Union No. 135, of which Reuben Farno is a good member, to help by donating blood.

Those willing to help can contact Mr. Farno at the Knaus Co., 520 Kentucky Ave., Franklin 2406.

Mrs. Farno's condition follows an operation in giving birth to a son, reportedly doing well.

KRAFT EMPLOYES REFUSE CO'S. OFFER

Twenty-five drivers and inside workers of the Kraft Foods Co., 29th and Hardin streets, Indianapolis have voted to strike unless the company grants their demands for 15 cents an hour wage increase.

C. E. Davis, president of Teamsters Union No. 188 to which the workers belong, says that the company has offered a 10-cent increase and guaranteed work week of 48 hours, with time and one-half after 40 hours.

Birdsong Group Educates Voters

EVANSVILLE—Clyde B. Birdsong, president of Teamsters Local 215 is vice president of the newly reorganized United Labor Group, which is drafting a program to vote every union member in this vicinity.

The program will also make available voting records of candidates for re-election to the state legislature and U. S. Congress so that the voters can pick out their friends and spot their enemies.

Coakley Helps Community Drive

TERRE HAUTE—At Monday night's meeting of Central Labor Union, William Coakley, AFL labor member on the board of directors of the Community Chest, made a detailed report of the program prepared for the coming campaign.

He stated the definite need for the CLU and all affiliates to give the campaign complete support and co-operation.

It follows from the above, says the charter, that (the municipal employees union) is not now or hereafter to accept membership in the AFSCME any workers in state, county or municipal service not within the above jurisdiction, and we name the following as typical classifications of workers excluded from the AFSCME union.

"Employees working at any of the recognized building or metal trades; TEAMSTERS, CHAUFFEURS, STABLEMEN AND STABLEMEN'S HELPERS, operating engineers and firemen, fire fighters, stage employees, etc., etc., whose work makes them eligible for membership in previously established unions affiliated with the American Federation of Labor."

The exclusions leave to the AFSCME union jurisdiction of clerical, secretarial, administrative and fiscal services; subprofessional services such as agriculture, bacteriological, biological and chemical aids and other services including gardeners, herdsmen and jail keepers having nothing by any stretch of the imagination to do with teamster activities.

A letter from President Green of the AFL to Arnold Zander, president of the American Federation of State, County and Municipal Employes, dated July 27, 1940, refers to the fact that truck drivers in Montana were enrolled as members of the AFSCME union and states:

"It seems inconceivable to me that any truck drivers should be members of your AFSCME union anywhere or anyplace. They certainly come under the jurisdiction of the International Brotherhood of Teamsters, Chauffeurs, Stablemen and Helpers of America."

Again on October 1, 1940, President Green wrote to Clarence T. Knudsen, secretary of Chapter 2, Montana State Employes Union:

"You certainly must know that truck drivers and chauffeurs, even employed by the State Highway Department, come under the jurisdiction of the International Brotherhood of Teamsters, Chauffeurs, Stablemen and Helpers of America."

DON'T LET CAPEHART STEAL ANOTHER ELECTION

Homer's Record in U. S. Senate Shows Him 100% Against People

Everybody in Indiana who works for a living—except perhaps those who receive a "salary" for voting for him—has suffered because Homer Capehart had six years in the U. S. Senate. Will we let him have six years more?

Never in history have the working people of Indiana had a more dangerous enemy than Homer E. Capehart. He is rich and his interests are exclusively with the rich. He has proved this in virtually every vote in the U. S. Senate, from 1945 to date. His every vote has been in favor of the owners rather than the workers in industry, farming, business.

Capehart got to be Senator in the first place by fraud. The 1944 election in Indiana was stolen by the county clerks in a scandal that aroused our daily newspapers to demand Congressional investigation. Conservative reporters charged that county clerks in Marion and other counties disqualified many thousands of Democratic voters by tearing their names out of the poll books, etc. The U. S. Senate did start to investigate the fraud. Senator Joseph Ball and a senator from Tennessee came to Indianapolis and Senator Ball told reporters he had found "enough to unseat Capehart and send several to jail." But neither Henry Schricker nor Samuel Jackson, defeated top candidates, would press charges.

Now, instead of trying to steal another term for Capehart his committee will try to buy it. Joseph D. Keenan, director of LLPE of the AFL, says that the nation's big corporations, including the National Association of Manufacturers, will pour one million dollars into Indiana this year in an effort to buy Capehart's re-election.

Capehart's committee already has collected and spent \$91,961.84 to get him renominated (without opposition). Contributors to this fund include members of the Eli Lilly Co., Indianapolis drug manufacturers, as follows: Mr. E. Lilly, \$5,000; Mrs. E. Lilly, \$5,000; Mrs. J. K. Lilly, \$2,500; Mrs. J. L. Lilly, \$4,750; J. K. Lilly, Jr., \$250. Total from the Lillies, \$17,500. So, who will Capehart work for if re-elected; poor diabetics who are charged ten prices for insulin? Or the Lilly Co. which wants no government interference with its monopoly of insulin.

And Capehart will vote to help other big contributors to his campaign, the corporations and NAM which today are cooking up legislation to abolish absolutely the trade union movement in America.

If you doubt Capehart's duplicity look at his voting record for one term in the Senate.

May 26, 1946 (79th Congress) He voted for the Case anti-labor bill, which if passed would have subjected unions to damage suits every time a strike occurred and banned the secondary boycott. This failed under the President's veto.

JUNE 23, '47 (80TH CONG.) HE VOTED FOR THE TAFT-HARTLEY ACT.

Dec. 18, '47 He helped defeat the Barkley Anti-Inflation amendment which would have given the President power to hold down prices.

Mar. 16, '48 He helped pass a bill to tear apart the U. S. Dept. of Labor by weakening the U. S. Employment Service and the Employment Security division.

Apr. 21, '48 He helped defeat the Taft-Ellender-Wagner Housing Bill, designed to provide public housing and slum clearance.

June 14, '48 He helped pass the Gearhart Resolution over President Truman's veto. This took 750,000 people out from under Social Security coverage.

June 28, '49 (81st Cong.) He helped defeat the Lucas Anti-Injunction amendment to the Taft-Hartley Act.

June 30, '49 He helped pass the Taft-Smith-Donnell amendment, which killed a bill to repeal the Taft-Hartley Act.

April 13, '49 He tried to help pass a motion against TVA which was being plugged by private power lobbyists, to prevent the government from aiding public electrification projects.

April 21, '49 He voted against a bill to provide loans and grant for farm housing improvements.

August 23, '49 He voted in favor of giving private companies monopoly rights to transmit and resell public electric power at high rates. (Defeat of this bill was a great victory for the farmers.)

August 20, '49 He voted for the bill which removed 250,000 underpaid retail store clerks from protection of the wage-hour act.

Sept. 19, '49 He voted against appointment to the Federal Trade Commission of John Carson. Carson was opposed by big business because of his fair attitude toward cooperatives. Carson was a good man for the people and therefore Capehart voted against him.

Out of 18 roll calls, including most of the foregoing, Capehart is registered as voting right four times and wrong eleven times, and not voting twice. When he voted right it was only after the legislation had sufficient support for passage and he simply got on the bandwagon.

Military aid to Korea, he voted wrong. On economic support for Korea he voted wrong. On the Marshall Plan he was wrong. He voted against the Atlantic Pact and in 1948 voted to cut foreign aid appropriations.

HALLECK IS ENEMY NUMBER 2

How long will Indiana continue to stand for its Public Enemy No. 2 Charles A. Halleck, of Rensselaer, Congressman from the Second district?

Second only to Homer Capehart in his wicked contempt of working people, Halleck is spokesman in Washington for the Indiana State Chamber of Commerce. The State Chamber in turn is a group of ultra smart gents who earn their living by helping the rich get richer. Their policy is "To hell with the people. If you give them money they will just spend it."

The State Chamber of Commerce gave Congressman Hartley a present of \$1,000 after passage of the Taft-Hartley Law. It wasn't a bribe, just a present. We don't know how many such presents the State Chamber has given to Congressman Halleck for doing its dirty work.

But we do know that Halleck has never earned a dollar since leaving law school except what he has earned holding public office of some kind. Yet today Charles A. Halleck is a rich man. He rides around in Cadillacs and his children in college ride in Cadillacs. And how can a man get so rich being the prosecutor of a little Indiana county and with no income for the last 15 years, but a Congressman's salary?

In August, 1947 THE INDIANA TEAMSTER told you how Congressman Halleck was accused in his own district of being a common crook and how he escaped prison by pleading the statute of limitations.

At that time we said:

Voters of Jasper County Ind. enraged at Congressman Charles A. Halleck for his anti-labor activities in Washington are raking up his past, with a view to retiring him from politics.

An article in the Terre Haute "Advocate" and AFL publication, reprinted in the "Leader," official publication of the State Federation of Labor, charges that Halleck made a fortune when prosecuting attorney at Rensselaer by not prosecuting people with money to buy him off.

Congressman Halleck, who helped kill price controls and helped promote the Taft-Hartley Bill only escaped the penitentiary by pleading the statute of limitations, the article asserts.

The article is as follows:

Five hundred Republicans in Jasper County are organizing to defeat Charles A. Halleck, their

Campbell's Record Proves He Would Be for Better Conditions

Alex Campbell is a Democrat. Yet Pat Hess of the Ft. Wayne Teamsters and one of the most important Republicans in the Indiana labor movement is for him 100 per cent against Capehart the Republican.

Pat says Alex is one of the cleanest men he has ever known. He will keep his promise to befriend the working people; not turn Judas as did Capehart.

This coming election is not a party issue. This is a struggle of the working man for world peace, job security, as promised by Alex, against the force of evil, wars abroad and war against trade unionism now being championed by Capehart.

Your vote will tell whether you want a government of, by and for the people—or of, by and for the millionaires like Eli Lilly, who are spending so much to get Capehart elected.

The Indiana Conference of Teamsters, representing 30,000 truck drivers, warehousemen and helpers in all parts of this state has voted unanimously to support Alex Campbell.

You can read in another column of the disgraceful vote by Capehart during every session of his six years in the U. S. Senate. Here are some of the things Alex has promised to vote for if elected to that body:

1—Continuation of the education program for veterans.

2—Repeal of the Taft-Hartley Law.

3—Broadening the Social Security base.

4—Adequate housing.

5—Continuation of a farm program that the Democratic party had pledged itself to uphold.

6—Civil rights.

7—Against filibustering.

Capehart's blubberings about Communism are obviously a red herring to keep the public mind off of how he has swindled the working people here at home.

We don't think Capehart knows a Communist from a jute box, anyhow.

If Communism should strike in Indiana the man to defend the state is someone like Alex Campbell, who knows about the subject from his experience as U. S. District Attorney for the Northern District of Indiana and as Assistant Attorney General of the U. S.

As Assistant Attorney General Campbell supervised all U. S. attorneys and their assistants in criminal matters involving 75,000 cases a year.

Typical of these cases Campbell supervised were:

Axis Sally—Treason.

Tony Rose—Treason.

Martin James Monti—Treason.

Herbert John Burgman—Treason.

J. Parnell Thomas—Fraud.

Twelve Communist Party leaders—(New York).

New York Spy Grand Jury Investigation—Hiss—Chambers.

Gubitshev and Coplon—Espionage.

Subversive Grand Jury Investigations—New York and District of Columbia, Pennsylvania, Louisiana, California and Colorado.

Tucker case—mail and S.E.C. fraud, Chicago.

Supervised indictment of Harry Bridges—California.

congressman. In a widely distributed letter they charge him with being "the worst political crook we ever knew. A man that only escaped the penitentiary by pleading the Statute of Limitations, which only means he was not arrested soon after the crime and this while he was prosecuting attorney."

However, the 500 Republicans allege that his lifelong chum was arrested while he was county auditor and sentenced to two years' imprisonment.

"We are 500 sleepy farmers," the letter goes on, "We should have acted before, but some said the skunk would stink himself to death. Now we are raising \$10,000 to push it out."

"He entered the prosecutor's office a pauper. He left office a rich man. Thousands of dollars

did Halleck collect from people under threat of prosecution. Court house records prove the truth and justice of his arrest, and will always stand as witnesses against this evil man."

"This is our first warning to the Republican party. If Charles A. Halleck's name entered anywhere on the Republican ticket in 1948, his life's record will be exposed by the opposition party. This man never did one good thing for them, all farmers say. He has always fought labor. Let's fight him!"

AFL REELECTS TOBIN

HOUSTON, Tex.—The 69th AFL convention has re-elected President William Green, Secretary-Treasurer George Meany and all 18 vice-presidents, including Daniel J. Tobin of the Teamsters.